

Message Text

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TAGS: CCMS

SUBJECT: CCMS URBAN GOODS MOVEMENT PROJECT RECOMMENDATIONS

1. THIS TRANSMITS TEXT OF RECOMMENDATIONS BASED ON URBAN GOODS MOVEMENT PROJECT DONE UNDER FRENCH LEADERSHIP AS PART OF URBAN TRANSPORTATION PILOT STUDY UNDER U.S. DIRECTION. RECOMMENDATION AND THE REPORT WILL BE PLACED ON THE TABLE AT SPRING CCMS PLENARY. U.S. AS PILOT COUNTRY WILL ASK THAT CCMS NOTE THE REPORT AND ADOPT THE RECOMMENDATIONS. U.S. WILL ASK THAT RECOMMENDATIONS BE FORWARDED TO NAC AT A LATER DATE.

2. FOR PARIS: U.S. SLIGHTLY REVISED THE ENGLISH TRANSLATION OF THE FRENCH PORTIONS OF REPORT AND EXTRACTED RECOMMENDATIONS INTO ONE DOCUMENT (SEE BELOW), REVISED VERSION OF FULL REPORT IN MAIL FOR EMBASSY TO FORWARD TO FRYBOURG. EMBASSY SHOULD ADVISE UNCLASSIFIED

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FRYBOURG THAT U.S. PROMISES TO CIRCULATE REPORT AND RECOMMENDATION

AMONG NATO MISSIONS. PLEASE ADVISE NATO SOONEST OF GOF CLEARANCE OF EXTRACTED RECOMMENDATIONS. ALSO OBTAIN ASAP COPY OF FRENCH TEXT OF REPORT AND FORWARD TO NATO. WHEN U.S. TABLES RECOMMENDATIONS, GOF SHOULD BE ADVISED THAT THEIR DELEGATE SHOULD BE PREPARED TO MAKE SUBSTANTIVE REMARKS ON REPORT AND RECOMMENDATIONS FOLLOWING FORMAL TABLING BY U.S.

3. FOR US. MISSION NATO: FULL TEXT OF REPORT IN MAIL TO YOU. EXPECTATION IS THAT U.S. AS PILOT COUNTRY WILL FORMALLY TABLE UGM REPORT AND RECOMMENDATIONS AND FRENCH DELEGATES WILL MAKE SUBSTANTIVE REMARKS. TEXT FOLLOWS:

THE CCMS/NATO "URBAN GOODS MOVEMENT" PROJECT WAS PREPARED BY THE REPRESENTATIVES OF THE USA, THE UNITED KINGDOM AND FRANCE UNDER FRENCH LEADERSHIP AS PART OF THE URBAN TRANSPORTATION PILOT STUDY. THE FOLLOWING SIX TOPICS HAVE BEEN STUDIED:

- (1) TRAFFIC PROBLEMS
- (2) TECHNICAL PROBLEMS
- (3) FREIGHT TERMINALS
- (4) REGULATION AND COMMERCIAL USE, PLANNING
- (5) DEMONSTRATION OF NEW PROJECTS
- (6) COORDINATION OF STUDY METHODS

THE FIRST TWO TOPICS CONCERN THE PRESENT SITUATION

TOPIC (1), PREPARED BY THE FRENCH, DESCRIBES THE NATURE OF TRUCK ACTIVITIES IN CITIES (PARTICULARLY PICKUP-AND-DELIVERY), AND POINTS TO THE DIFFERENCES IN "THE UGM PROBLEM" AND "THE SOLUTION" AMONG DIFFERENT CITIES IN A GIVEN COUNTRY AS WELL AS AMONG THE THREE COUNTRIES (AT THE TIME THIS REPORT WAS PREPARED, THE U.S. APPEARED MOST CONCERNED WITH AIR POLLUTION AND CONGESTION, THE U.K. WITH NOISE, AND THE FRENCH WITH CONGESTION).

RECOMMENDATIONS:

(I) ACCEPT URBAN TRUCK TRIPS AS INEVITABLE AND ATTEMPT TO MINIMIZE THEIR COSTS BY INCORPORATING THEM INTO URBAN TRANSPORTATION STUDIES AND TRANSPORTATION REGULATIONS.

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(II) EMPHASIZE LOCAL SOLUTIONS IMPLEMENTED BY LOCAL AUTHORITIES TO SOLVE LOCAL PROBLEMS.

(III) MAKE A CONSCIOUS DECISION WHETHER TO ASSIGN PRIORITY TO GOODS MOVEMENT TO TO PASSENGER MOVEMENTS.

(IV) DISTINGUISH CONGESTION CREATED BY TRUCK MOVEMENT FROM CONGESTION CREATED BY TRUCKS PARKING AT CURBSIDE TO LOAD AND UNLOAD.

(V) DEVELOP, ON THE MODEL OF THE ENGLISH STUDY AT SWINDON, TRAFFIC SIMULATION OF GOODS MOVEMENTS ON REAL URBAN ROAD NETWORKS.

TOPIC (2), ALSO PREPARED BY THE FRENCH, DESCRIBES THE FEATURES OF A DESIRABLE UGM SYSTEM, I.E., ROUTING LARGE, THRU INTERCITY VEHICLES AROUND URBAN AREAS (E.G., ON CIRCUMFERENTIAL HIGHWAYS), VEHICLES DESIGNED ESPECIALLY FOR THE URBAN ENVIRONMENT (E.G., QUIETER, LOWER EMISSIONS, GREATER MANEUVERABILITY, ETC.) AND AUTOMATIC EQUIPMENT AND MODERN DISTRIBUTION TECHNIQUES (E.G., USE OF CONTAINERS AND FREIGHT CONSOLIDATION).

RECOMMENDATIONS:

(I) GIVE GREATER ATTENTION TO THE DESIGN NEEDS OF TRUCKS OPERATING AND THE DEGREE OF CONTROL NECESSARY TO ASSURE SUCCESS).

TOPIC (4), PREPARED BY THE U.K., DESCRIBES THE "SERVICE FIRST" CONCEPT WHICH HAS DEVELOPED IN THE PHYSICAL DISTRIBUTION FIELD (I.E., ARRANGING DISPLAYS AT STORES, PROVIDE INSURANCE, CREDIT AND ASSISTANCE IN CUSTOMS, AND INVENTORY MAINTENANCE--ALL AT HIGHER RATES), AND THE IMPLICATIONS OF THIS PHILOSOPHY FOR CHANGING UGM PRACTICES AND FOR TRANSPORTATION PLANNING. THIS REPORT HELPS EXPLAIN WHY RATIONALIZATION OF EXPENSIVE OPERATIONS IS DIFFICULT TO REALIZE.

RECOMMENDATIONS:

(I) CONSIDER THE NEEDS OF THE OWNERS AND CARRIERS OF GOODS BEFORE ATTEMPTING TO REGULATE OR REORGANIZE URBAN GOODS DISTRIBUTION.

(II) TREAT GOODS MOVEMENTS AS AN EXPLICIT LAND USE IN UNCLASSIFIED

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TRANSPORTATION PLANNING, PARTICULARLY WITH RESPECT TO TRUCK PARKING, EXCLUSIVE BUS LANES, HIGHWAY CAPACITY, AND PEDESTRIAN TRAVEL.

(III) THROUGH EXISTING INTERNATIONAL ORGANIZATIONS, ACHIEVE GREATER HARMONIZATION OF ROAD SIGNS AND HOURS OF OPERATION.

(IV) IMPROVE UNDERSTANDING OF THE URBAN PHYSICAL DISTRIBUTION PROCESS, PARTICULARLY LOADING AND UNLOADING.

TOPIC (5), PREPARED BY THE U.S., OUTLINES A RANGE OF ALTERNATIVES TO IMPROVE UGM EFFICIENCY IN THE NEAR TERM, INTERMEDIATE RANGE, AND THE LONG RUN.

RECOMMENDATION: CONSIDER THE FOLLOWING ALTERNATIVES:

(I) SHORT-RANGE IMPROVEMENTS (1 YEAR OR LESS), E.G.:

- PREPAID SHIPMENTS
- DIA-A-TRUCK
- ROUTE CONSOLIDATION
- RESCHEDULING PICKUP AND DELIVERY
- ECONOMIC INCENTIVES (ROAD PRICING AND PARKING CHARGES)

(II) INTERMEDIATE RANGE IMPROVEMENTS (1-3 YEARS), E.G.:

- CONSOLIDATED PICKUP AND DELIVERY
- BETTER USE OF CONTAINERS
- SIMPLIFIED DOCUMENTATION

(III) LONG-RANGE IMPROVEMENTS (3-5 YEARS OR MORE), E.G.:

- IMPROVED DESIGN OF BUILDINGS
- IMPROVED DESIGN OF VEHICLES
- NEW TRANSPORTATION SYSTEMS (E.G., PIPELINES)
- GREATER USE OF COMMUNICATIONS TECHNOLOGY

TOPIC (6), ALSO PREPARED BY THE U.K., DESCRIBES SOME OF THE METHODOLOGICAL ISSUES CONCERNED WITH MEASURING AND ANALYZING UGM FOR PURPOSES OF FREIGHT TRANSPORTATION PLANNING (E.G., COMMODITY CLASSIFICATION AND VEHICLE DESCRIPTION).

RECOMMENDATIONS:

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(I) TO IMPROVE TRANSPORTATION PLANNING, ATTEMPT TO ACHIEVE GREATER UNIFORMITY AMONG COUNTRIES IN COMMODITY AND VEHICLE CLASSIFICATION.

(II) SEEK GREATER INTERNATIONAL HARMONY IN COMMERCIAL LAW AND REGULATION.
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